

ACTIONS FROM LAST MEETING

ANNEX 5

Agenda item title	Action type	Action	Comments
Away Day	Follow-up from Meeting	The Head of Strategy and Innovation to collate ideas and suggestions for the Overview and Scrutiny Away Day and circulate to the Committee	Information will be circulated as soon as it is received.
Climate Emergency Action Plan	Follow-up from Meeting	To circulate details of tree planting including where and what mix.	Information will be circulated as soon as it is received.
Climate Emergency Action Plan	Follow-up from Meeting	Who determines fuel poverty and who determines the number of properties.	There are different approaches to assessing fuel poverty and this has changed over time. Generally the information is based on modelling and assumptions, so will not be completely accurate. Based on national datasets, using the low income, low energy efficiency fuel poverty metric, just over 6% of households in Test Valley are estimated to be in fuel poverty based on the latest data (for 2019). The position for England using the same metric is just over 13% of households in fuel poverty. The bids for funding through Local Authority Delivery (LAD) 2 & 3 schemes were based on stock data which indicates the number of properties in the Borough with an EPC rating of E, F or G, along with additional data indicating how many of those households may be on low incomes. The LAD 3 bid was submitted on behalf of the Council as part of a wider Hampshire Consortia. It is estimated that there may be in the order of 400-500 residents in Test Valley in low income areas with a poor energy efficiency rating in their home – this would be the customer group that the funding would be targeted at.

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[Climate Emergency Action Plan](#)

Follow-up from Meeting [Number of electric charging points and uptake](#)

As set out in the Annex to the report, a total of eighteen electric vehicle charging points were installed in car parks in Romsey and Andover through Hampshire County Council's procurement framework. Looking at the data for September 2021 – February 2022 inclusive, across all of these charging points collectively, there were an average of 289 successful charging events per month, with an average total charging duration of about 739 hours per month, which provided an average of approximately 4,850kWh of electricity charged per month.

[Climate Emergency Actio](#) Follow-up from Meeting [Local options for end of life vehicles](#)

The annex to the report set out the overarching approach to the disposal of vehicles and plant at end of life. The approach taken depends on the specific vehicle under consideration. Smaller vehicles, such as those used in grounds maintenance, are often disposed of through part exchange with local dealers. For larger vehicles (3.5 tonnes plus), the disposal routes is more often via auction. The approach to disposal taken for each asset, and the location used for auction (where relevant), seeks to balance a number of considerations including the likely best value for return for the asset. The approach for disposal of vehicles and plant will continue to be reviewed in relation to each asset.

[Climate Emergency Actio](#) Follow-up from Meeting [To confirm the number of fleet vehicles and the number of smaller vehicles moved to electric.](#)

There are 11 electric vehicles within the fleet, which comprises 97 vehicles in total (including refuse collection vehicles). This means that at present 11% of the fleet are electric vehicles.